

LONG LANE, ICKENHAM – PETITION REQUESTING LIMITED TIME WAITING RESTRICTIONS

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Cabinet Member for Planning, Transportation and Recycling
Officer Contact	Danielle Watson Planning, Environment, Education and Community Services
Papers with report	Appendix A

HEADLINE INFORMATION

Purpose of report	To advise the Cabinet Member that a petition has been received from the majority of households living between Nos. 30-56 Long Lane, Ickenham asking for waiting restrictions on both sides of the service road in front of these properties.
Contribution to our plans and strategies	The request can be considered as part of the council's strategy for the control of on-street parking.
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents and Environmental Services
Ward(s) affected	Ickenham

RECOMMENDATION

That the Cabinet Member;

1. Meets and discusses with petitioners their request for the installation of limited waiting restrictions on both sides of the service road fronting Nos. 30-56 Long Lane, Ickenham.
2. Subject to the outcome of the discussions with petitioners asks officers to prepare options for an appropriate waiting restriction scheme for consultation with residents and report back the results.

INFORMATION

Reasons for recommendation

To fully investigate the request from petitioners who live in this section of Long Lane, Ickenham.

Cabinet Member meeting with Petitioners – 15 June 2011

Alternative options considered

None at this stage as residents have made a specific request for limited waiting restrictions.

Comments of Policy Overview Committee(s)

None at this stage

Supporting Information

1. A petition with 27 signatures has been received from residents living in the service road fronting Nos. 30-56 Long Lane, Ickenham which represents 86% of households in this part of the road under the following heading:

“We the undersigned therefore being residents in Long Lane, Ickenham request that the London Borough of Hillingdon give consideration to a single yellow line waiting restriction being inserted on both sides of the slip road between numbers 32 and 56, and for a period of one hour preferably between 9am and 10am or 10 and 11am to prevent what is becoming a dangerous situation as the slip road is being used by schoolchildren attending either Douay Martyrs or Vyners School. This would also have an additional benefit in that it would allow residents who wish to use the local shops a place to park and walk now that Swakeleys Road is totally restricted.”

2. The area concerned is located south of Swakeleys Road, Ickenham and is very close to Ickenham London Underground Station and Ickenham Village centre shops. The location is indicated on the plan attached as Appendix A to this report.

3. The petition organiser points out in an accompanying letter with the petition that the majority of parking emanates from commuters from outside of the borough who park in the service road rather than use the adequate but under used station car park. It was also mentioned that because of parked vehicles close to dropped kerbs residents' visibility is reduced which makes it hazardous for residents to exit their driveway, particularly as children from the two local schools use the footway in front of their houses.

4. In view of the local proximity of the station and local facilities it is likely that all day non-residential parking is associated with commuters as this would appear to be a very convenient road to park as an alternative to the station car park.

5. The request from residents is acknowledged but the Cabinet Member will be aware that if waiting restrictions are introduced on one part of the network, it is likely to transfer the parking further along or into other roads. However the Cabinet Member will also recall that other roads in the area have either petitioned for parking controls or in some cases have had them already implemented. Therefore it is suggested the Council now considers this request and officers be asked to prepare options for consultation with local residents when resources permit.

Financial Implications

There are none associated with the recommendations to this report. However, if suitable options are identified to address residents' concerns, it would need to be investigated in detail and funding would require a bid to be made from the Parking Revenue Account surplus.

Cabinet Member meeting with Petitioners – 15 June 2011

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to discuss in detail with petitioners their concerns with parking in service road fronting Nos.30-56 Long Lane, Ickenham and explore possible options that could be introduced to address their issues.

Consultation Carried Out or Required

None at this stage

CORPORATE IMPLICATIONS

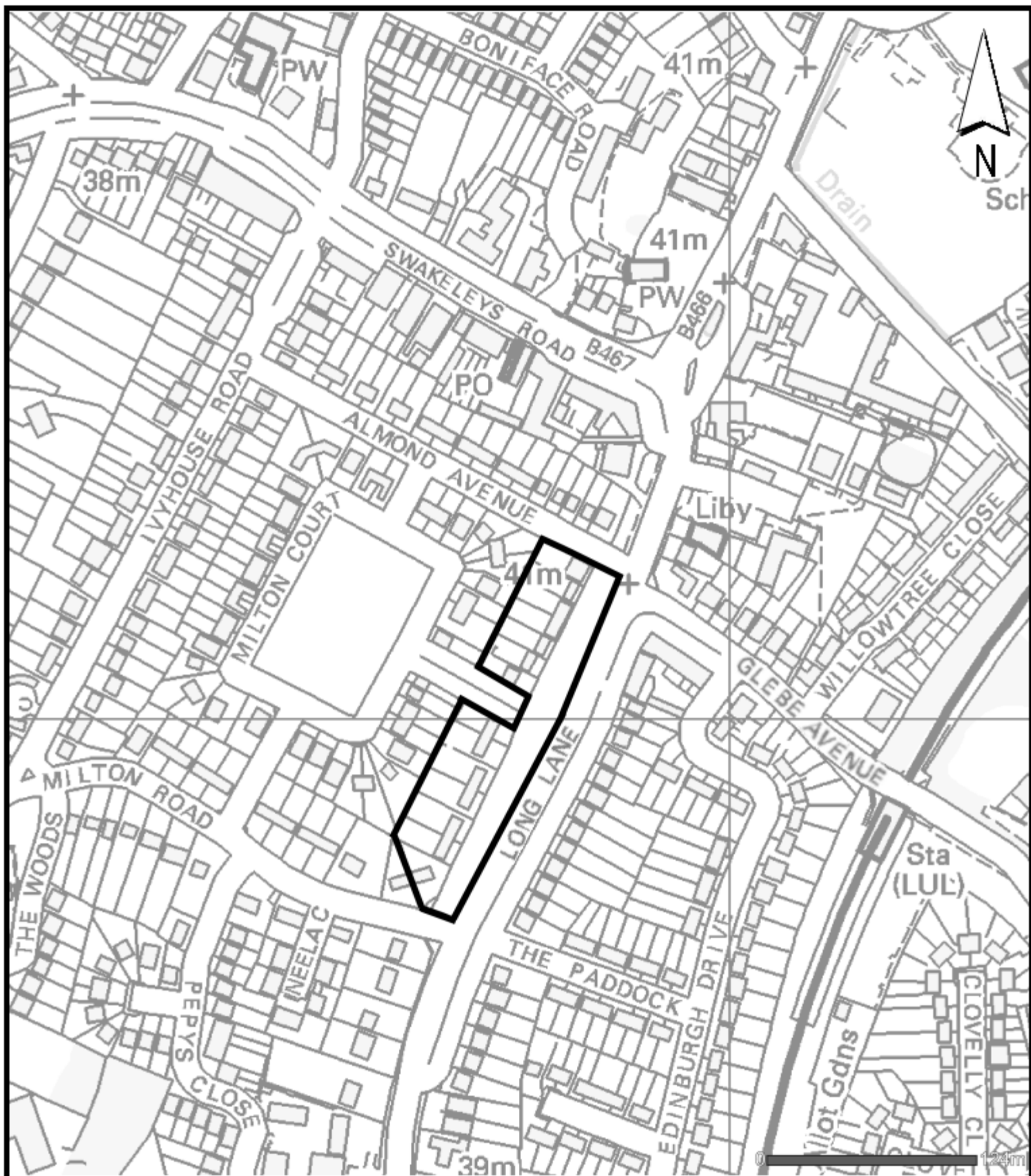
Legal

In relation to recommendations 1 and 2, at this stage there are no special legal implications for the proposed actions outlined above. Should there be a decision that formal parking and traffic controls are to be considered then the relevant statutory provisions will have to be followed.

In all cases, there must be a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

BACKGROUND PAPERS

Petition received – 8th December 2010



Nos. 30-56 Long Lane, Ickenham

Appendix A

Date April 2011

Scale 1:3,000



Extent of the service road fronting
Nos. 30-56 (even) Long Lane, Ickenham

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